

**Desired in the Neighborhood**

Diversity: of people, organizations, neighborhood character

Arts: retaining existing organizations, create a center for the arts

Design review: Create a Design Review board for SLU or north downtown

Historic Preservation: especially as a counterpart to new development

Human services: especially serving the homeless

Parks/Open Space: parks improvements and small, pedestrian-oriented open spaces

Public facilities: schools, community centers, libraries, p-patches, a post office

Public safety

Retail: affordable grocery store, small stores, restaurants, locally-owned, farmers markets

Sustainability: incentives, investments

Transportation: encourage alternative transportation, especially pedestrian access, improve east-west connections, improve public transit, encourage bikes

Streetscapes: develop green streets and green street guidelines, improve pedestrian realm; provide diversity and a neighborly character

Utilities: sustainable drainage; underground utilities

Vegetation: balance height with small green spaces/open space, trees, landscaping, green roofs

**Housing**

Diversity

Think of this in terms of housing people and communities

Housing stock should match jobs (housing/job balance), keep employees in neighborhood

Income levels: mixed income, workforce housing, market rate housing, middle-income housing, low-income housing

Tenure: more ownership housing

Housing types: family housing (need better understanding of feasibility), “pin towers,” towers with townhouses, mixed-use, artist live-work, student housing

Locations: along street car line, near parks, where it’s currently being built, around lake, along Fairview, between Denny Park and UW, townhouses in Cascade, away from bars

**Industrial/Commercial zone**

Rezone area to allow additional uses: outcome should be to maintain diversity, lead to opportunities, increase activity, provide flexibility; include housing; support density around the street car

Refocus existing zone: IC could continue as sustainability district and mixed use; special zone that would encourage live-work; create a model of industrial/cultural/arts/education integration; create incubator for small-scale industrial; allow unique uses

Rezone part of IC zone: move zone boundaries; preserve character of streetcar district along Terry, change edges to mixed-use

Provide additional tools to maintain existing character: retain historic buildings; use TDRs to preserve industrial land, maybe a historic district? nominate buildings to landmark status one-by-one

Keep industrial as predominant use: need strong zoning that restricts land values or incentives for developers

Maintain green space and a view corridor through this area.

### **Urban Design/Heights**

Need for balanced development (structure/form)

Increase height limits: in order to provide bonus/TDR incentives; allow “Pin” tower structures (tall and skinny)

Provide for a diversity of building heights: use zoning to sculpt form; step down from Downtown to the lake; include historic preservation

Be careful if you increase limits: be sensitive to pedestrian environment, light and air at street level are important; balance height with more/small green space/open space; consider impact on costs to development

Don’t increase height limits: low buildings make Seattle unique and homey; don’t increase height limits east of Fairview

Areas for increased height limits: along the streetcar line; along Dexter or 8th near Denny Park; along Denny; step down from Downtown to the lake; take advantage of SLU being a bowl shape; use the Vancouver model, take density to the edge.

Important view corridors: Space Needle, sunset, Lake Union, mountains; Volunteer Park/axial view, Terry, Westlake, Fairview, SEPA viewpoints

### **Tools**

Tap the new tax base

Partnerships (public/private) important.

Development Incentives: use TDR and bonus models from Downtown

Priority amenities as incentives: green building; social services; middle class/working class housing; open space

Infrastructure development: utilities and SDOT need a coherent plan to address collectively, not just on blocks where new buildings are built

Other ideas: work with non-profit property developer (i.e., SEED, DNDA); provide incentives for private institutions to support transportation management/housing plans; create penalties for under-utilized & abandoned buildings; partner with other government entities; provide education to help organizations get tax credits; tax abatement of amenities or to focus development desires

### **Other Challenges**

Environmental remediation issues may be present